

Welcome to SMART



Local 911 St.Paul SOO Conductors And Engineers

**Info Organized by
Michael Herbert
Ryan Tevik
Eric Brandt**

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Contact Information & Important Numbers

Local 911

- Justin “Chewy” Halstead - 612-860-9103
- Ryan Tevik - 763-738-2023
- Michael Herbert - 224-587-4098
- Eric Brandt - 651-470-4035
- John Deloye - 651-270-8117

DLC’s

- HLK: Joe Dolan - 612-747-9574
- Bolt: Dan Paradise - 651-338-7640
- Bremseth: Jim Garrett - 641-340-1851

Intermodal

- IMS (Remprex) - 612-330-7771
- Donte Lewis (Senior Director) - 612-817-3156
- Charlie Davidson (Assistant Senior Director) - 773-397-5475
- Allen Koehler - 612-401-8982

Shoreham 04868

- Shoreham B&B - 763-332-3032
- B&B Printer - (FAX) 612-449-1037 ID: TWNIP256
- S&C Printer - (FAX) 612-789-0815 ID: TWNIP258
- Ambassador Steel - 612-788-2928 EXT: 2182 / 2076
- Kevin (V01) - 612-280-9582
- Viterra - 612-781-6871
- Shoreham Carman Cell - 612-500-2587

Humboldt 04871

- Outlying Point Yard Master - 651-778-3575
- Matt Dre (Humboldt Trainmaster) -
- Humboldt Yard Phones - 612-287-9986 / 612-287-0018

St.Paul 04850

- Clerk - 651-778-3671
- Trainmaster - 651-778-3667
- Yardmaster - 651-778-3676

Dispatch

- CP Minnesota Dispatcher - 612-904-5828
- BNSF West Hump - 817-867-7085
- BNSF East Hump -
- CP River Dispatcher - 612-904-5820
- West Director - 612-904-5836
- East Director - 612-851-5740

CMC

- VRU - 888-225-5127
- St.Paul Callers 612-607-0150 (does not accept calls)

Help/Info

- TSC - 1-888-872-8720
- Facilities - 612-851-5687
- Air Help - 888-947-8117
- iPad Help - 800-387-8117 / 800-387-1833
- Diesel Doc - 651-778-3622
- Hotels & Lodging - 877-805-8588

Managers

- Dan Magnuson (Field Placement Coordinator)- 612-615-3835
- Jermaine Saunders (St.Paul Trainmaster) - 641-231-4822
- Cliff (St.Paul Assistant Trainmaster) - 612-463-7793

Resources

- Marilyn Ford - 651-495-9553
- Health Services - 800-789-9675
- Employee Services - 866-319-3900
- Chets Shoes - 763-253-1079

The Union's Place In The Workplace

- First and foremost it means you are not alone!
- All craft workers (Conductors, Engineers, Signalmen, Dispatchers, ect...) at CPKC are union workers.
- We are here to help and have your back when you need it most, especially when it comes to job security and safety.

What Does It Mean To Be In A Union

- **Representation** - Unions represent the interests of their members in dealing with the Carrier, including negotiations over wages, benefits, and working conditions.
- **Collective Bargaining** - (CBA) is negotiated on behalf of the members. Agreements outline terms/conditions of employment, pay rates, hours of work, health and safety standards, and grievance procedures.
- **Protection and Advocacy** - Unions advocate for their members' rights and interests, providing support and assistance in cases of disputes with the Carrier.
- **Solidarity** - Being in a union means being part of a collective group of workers who support each other and work together to achieve common goals (fair wages, job security, and workplace safety).
- **Access to Benefits** - Benefits are negotiated through the collective bargaining process, such as health insurance, retirement, and training.
- **Voice in the Workplace** - Union members have a say!

What Is Our Local - 911?

- Local 911 Is the largest SMART local in the state of Minnesota
- We are primarily the conductors union out of CPKC St.Paul yard who also represent loyal engineers in St.Paul's territory.
- We take pride in being a local that works hard to continually improve the lives of our members and those we work with.
- We work with fellow unions to show support and solidarity when needed through AFL-CIO.
- Being involved in 911 means being a part of a family. As officers, we deeply value that connection as union members.

Your Officers Of Local 911

- Local Chairman
 - Justin Halsted - 261A Yard Members
 - 1st Vice - John Deloye
 - Ryan Tevik - 261B Road Members
 - 1st Vice - Shane Harvey
 - Michael Herbert - 261E Engineers
 - 1st Vice - Sean Sokal
- Legislative Representative
 - Eric Brandt
 - Alternate - Justin Halstead
- President
 - Chris Frioehle
 - Vice President - Max Boche
- Secretary and Treasurer
 - Charlie Schweich

Local Chairman Duties

- Provide representation during investigations.
- Deal with issues in scheduling and or mark issues.
- Work with the company to resolve local disputes.
- Work with the Carrier on the denial of claims and progressing claims.
- We are primarily the ones to work with local management or higher if necessary to better improve the quality of life and our work place.

What To Do When You Are Given An Exception By a Manager

- The moment you are notified of an exception, notify your local chairman!
- The company is **NOT** required to notify us, **YOU** are!
- Keep records of the situation, including your delay reports, record times and dates.
- **DO NOT LIE TO US!**
- The sooner you tell us, the sooner we can work on a defense strategy, gather evidence, and give you the best possible chance at winning the case.
- If you give a statement, keep it short and simple.

Legislative Representative

- The Legislative Representative or LR is primarily responsible for the legal or statute side of things.
- The LR also informs the members about new statutes and gives them a better understanding of their meaning, as well as keeping the company and proper authorities informed as needed.
- They also keep us in touch with the political climate, and monitoring legal situations that may affect our work.
- A lot of their responsibilities tie into safety matters surrounding the standards of the place we work.

How Do You Report An Unsafe Condition?

- What is an unsafe condition report?
 - It is a direct line to higher up managers and union officials about unsafe work environments.
 - Walking conditions, failure of required maintenance, weather that be a rough section of track, cleaning areas of the yard, or a hard to throw switch.
 - These are all things that if not fixed through front line management and the normal methods of reporting should be advanced to higher levels and this is your way of doing it without the long time frames it typically can take.
- There are two ways to do this, primarily through CPKC's reporting system which directly reports to senior managers
- Also through the SMART App or website, which escalates the problem even further within the union, starting at the General Chairman, and escalates it further depending on time frame.
- All LRs would tell you to submit the unsafe condition on both when it comes to that, and request copies of both for records to ensure the complaint is resolved.

SOO Line Collective Bargaining Agreement (CBA)

- These are the guidelines to how you get paid and how you work. So read them!
- There are many things in this CBA, all of which affect you. It will take time to fully understand it but it is worth the time.
- There is also a large packet of claims we have constructed over the years covering the most common violations of the CBA. But even that does not cover every scenario, so read your CBA and know it, so you can be better informed on

ways you can be paid for the work you are doing.

- The CBA is available in digital format on both our facebook group and our website.

Seniority

- Seniority is important on the Railroad.
- Article 7 of the CBA covers everything dealing with the protection of your seniority, when it starts, how it is regulated, the different districts of seniority, and how you can use it.
- Seniority affects more than just what is in Article 7, but that is where it starts, and sets the baseline rules.

Job Bidding

- Job bidding is Article 8 the CBA.
- This is what dictates your schedule.
- The mark is a 7 day cycle starting on saturday 00:01 and ending on friday at 22:01
- The biggest thing we tell new hires is to put every job on your mark but at minimum put the extra board on there.
- This is one of the many aspects of the railroad that is affected by seniority.
- The “Mark” (list of what job each conductor is awarded for the coming week) is typically posted on Wednesday.
- Bids can not be changed any later than 10am on Wednesday to affect your job preferences for the coming week.
- You can change your mark via the online 7 day mark system through CP Station.

Job Bidding - Terminology

- **Sadie Hawkins** - This is when they restart the extra board and allow for changes in picking turns. Usually happens at the end of the year to allow for you to choose the turn with the ADO's you want for the new year. This change also happens when the board changes in schedule from a 6-2 to a 5-2 or vice versa.
- **GEB** - This is the Extra Board, or Guaranteed Extra Board means there is a weekly guarantee that you will make.
- **WP Pool** - The pools are like the Extra Board (GEB) but do not have a weekly guarantee, the guarantee on the pools is that the number of available turns are regulated for 10 starts a half minimum for each turn.

GEB - Guaranteed Extra Board

- This is where you will most likely start your RR life.
- You will be on call 24 hours a day 6 days in a row with 2 assigned days off, which are based on your turn number.
- The GEB has a weekly guarantee, this has to be claimed at the end of each week. It is currently \$1864.23 a week.
- The guarantee is the minimum amount the company has to pay you for working and being available that week.
- So if you work 2 days and make \$990.40 then after claiming the guarantee the company will pay \$873.83 to bring you up to the \$1864.23 for the week.
- If you call off sick, you lose your guarantee.
- If you drop turn as a conductor you keep the guarantee no matter what. Engineers lose the guarantee if they are not used while in drop turn status.(Another reason why SMART is a better union)

Being On Call

- It is almost guaranteed this is going to be your lifestyle for a long time after marking up.
- You get a 2 hour call to report to the terminal they called you for.
- You have what is called ADO's or assigned days off.
- You can figure out what days off you have by taking your turn number and referencing the ADO master matrix for that year.

Assigned Days Off

- There are a lot of variables surrounding your ADO's, especially what time you return on the boards from your ADO's.
- Normally ADO's cease at 00:01 for 02:01(meaning the earliest they can call you is 00:01 to start at 02:01), and you return last out on the board at 00:01.
- If you worked into your ADO's they shift by 48 hrs from tie up unless;
 - You tie up between 00:01 and 06:00 on your first ADO, then your ado's will cease at 04:00 for 06:00.
 - Otherwise if you tie up after 06:00 of your first ADO, your ADO's will cease 48hrs after the time you tie up.

Drop Turn

- Drop turn can be wonderful and painful at times.
- The biggest thing about drop turn is that it is meant to protect your days off,

allowing you to fall off the board before your first ADO's at 16:00.

- Trainmen must declare their intention to drop their turn ("DT") with the Crew Management Center (CMC):
 - This declaration must be made not less than 24 hours prior to the start time of the first ADO, or at the time of tie up on the trip ending within that 24-hour period, whichever is later.
 - If your return trip from an away-from home terminal commences on the calendar day prior of your ado you can still drop turn upon tie-up.
- You can declare drop turn by emailing CMC0143@cpr.ca .
- If you are not used while in drop turn you return first out when your ADO's cease

Example 1: Your ADO's are Thursday & Friday, and you tie up at 6am on Wednesday. You can declare drop turn by emailing CMC immediately when you tie up and will not be rested before the end of drop turns call window.

Example 2: Your days off are Thursday & Friday and you tie up at 16:00 on Tuesday. You do not want to work into your days off so you have to drop your turn by 23:59 on Tuesday.

Assigned Jobs

- Assigned jobs or Assignments are jobs you can bid to that have a weekly schedule.
- At St.Paul they are typically 4 days on and 3 days off.
- These jobs also typically have an assigned start time.
- But there are also occasionally Window jobs, these are exactly how they sound.
 - They have a 4hr window of time in which they are to call you for that train or job.
 - If they call you before or after the specified window times, there are claims for that which can be found in the claims packet.

All current jobs can be found under the TCT and Wisconsin superintendents assignment notices

Being Forced To A Job

There are a couple of things to know about being forced. It is completely based on seniority. The first kind of being forced and most common is to a job/assignment. If there are multiple job vacancies for a weekly mark it comes down to the youngest on that roster to fill them. From there it goes to the mark preference of the youngest guys to figure who gets forced where.

Scenario:

There are 3 vacancies:

- Job 1: being a night switch job 120 miles away with Monday Tuesday off
- Job 2: being 20 miles away working nights with Wednesday and Thursday off
- Job 3: being at the home terminal working mornings with Saturday, Sunday, and Monday off.

These jobs got forced to the bottom 3 conductors (conductor 1 with the highest seniority of the 3 and conductor 3 the lowest)

Conductor 1 - never put a mark in, they got defaulted to job 1

Conductor 2 - only put a couple of the jobs they think they can get on their mark and got defaulted to job 2

Conductor 3 - put every job available on the list on the mark and got the objectively best job of them all, job 3.

This is to show that seniority is great, IF you exercise it. The lowest guy on the totem pole got the best job in the terminal because they put every job on their mark and spent the time exercising their very little seniority.

In this case since conductor 1 got defaulted and not forced to job 1, their lodging and mileage is not required to be covered by the company under our agreement.

Being Forced To A Outlying Point

- There are three terminals within our district(2), and you can be forced to any of them based on seniority (St.Paul, Glenwood, and Superior).
- When forced to these terminals you have a 48-hour period from the time the

mark goes into effect to report for duty.

- Then you can only bid on jobs in that terminal until you are forced or have seniority to hold your preference of terminal.
- At that time you are forced back to St. Paul you again have a 48-hour period to report for duty from the time the mark goes into effect.
- When you are forced to either of these terminals, the company is not required to pay for your lodging
- As of now the company has not made a stink about conductors checking into the hotel for the week at Glenwood when forced there.

Being Forced To A Craft/Qualification

- This is an important one to understand.
- There are two qualifications you can be forced to acquire and one is considered a craft.
- The first being required to be trained as an RCLS Operator.
- This is considered a qualification for a Conductor.
- The other is being forced to be an Engineer.
- This is considered changing Craft.
- If you volunteer to go into engine service and fail out, then you keep your job.
- You can re-enroll or be forced at a later date.
- If you are forced into engine service and fail out, you will be terminated.

Laying Off And Knowing When/ How To

- Current rules for pattern absenteeism do not allow you to lay off into or out of your days off, on Friday, Saturday, or Sunday, into or out of vacation or PL days.
- So make sure you abide by such rules to ensure no exceptions are taken.
- In order to book off sick you need to contact the callers via the VRU and tell them you are booking off sick.
- When you book off sick it is a 24hr period from the time that you call them until you are available to work again.
- You CAN NOT plan a sick day, meaning you can not call them and say "Hey book me off sick tomorrow."
- Ensure when you call to lay off sick you specify a 24hrs layoff.
- This means that they can call you 22 hrs after you book off to start at the 24th hour.
- You can book on earlier than the 24hrs if you would like. But this does not allow you to use that unused time at a later date.

Vacation And PL Days

- Vacations are seniority based. Choices taken end of year prior, Calling usually starts early November.
- These are typically organized by John Deloye for the conductors.
- PL Days are taken 6 months in advance at most and no less than 48hrs notice.
- PL Days are on a first come first serve basis except for within the calendar day of submission.

Example:

- Conductor 1 is higher seniority than Conductor 2
- Conductor 2 asks to use a PL Day on 5/4/24 and made the requested on 2/4/24
- Conductor 1 asks for 5/4/24 as well but on 2/5/24
- Conductor 2 got the last spot of 5/4/24 since he asked sooner, even though he is lower seniority that Conductor 1
- However, if Conductor 1 had asked on the same day as Conductor 2, Conductor 1 would have gotten the PL day since he was the higher seniority employee.

These are also handled by John Deloye.

Qualifications

- When working as a student you need a minimum of 3 round trips to gain a qualification on that territory.
- Once you are a marked up conductor and are getting qualified on a new territory it is a minimum of 1 round trip.
- If you are being called for a trip that you are not qualified on, TELL THE CALLERS.
- If they proceed to force you to take the train, the moment you hang up CALL US!
- If you wait too long to notify us it makes it harder for us to do anything about it.

Qualifications Are lost after 1 year of not being on the territory.

Hours Of Service - HOS

- Hours of service is the LAW.
- These are the guidelines used to ensure that you get the time needed to be rested for the safety sensitive job that we work.
- There is a lot to HOS and most of the information you need can be found on the HOS Manual App.
- The basics to HOS is you can not do anything railroad related until you go on

duty.

- This includes but is not limited to, looking at your paperwork, having a job briefing about work to be done, or about the work done the previous day.
- You are not required to interact with management until you are on duty.
- You also can not do anything railroad related once you pass your 12hr mark.
- Do not let management pressure you into talking about anything once past HOS.

Hybrid Discipline Policy - Highlights

Major Discipline - Run through switches, Decertifying events, 3 point, 50 feet separation, ect... Lowest starting major suspension is 10 days

Minor Discipline - Miss Call, Calling off twice in a month, taking handbrake on or off the ground, not taking hand brakes off, radio communication, ect... starting with letter of reprimand, then 10 demerits, 15 more for the 3rd, then on the 4th offense it is 30 additional demerits and or 30 day suspension at which point it is considered your last chance and will be eligible for termination with the next offense.

IF you have to book off twice in a month you MUST get a doctor's note for the additional day. It is not a guarantee you will not get in trouble but it will possibly prevent it.

ALSO DO NOT CALL OF SICK MORE THAN 12 TIMES A YEAR.

Federal Railroad Administration - FRA

- Officers who regulate the ins and outs of railroading.
- They are the ones who dictate what the railroads have to train us on, How we are trained, and how we operate day to day.
- They do random inspections at times so always be on your A game.
- In conjunction with the FRA there is CFR 49 which is the rules and regulations the FRA has put out there to keep the railroads safe not just for us but for the public.
- Our rule books are majorly based on CFR 49, Subtitle B - Chapter II in particular. But are not as in depth as the regulations themselves and many times the company does not want to train you on this stuff so that they can make you do things, without knowing it, that are illegal.

You can learn more about the FRA at railroads.dot.gov

The CFR can be found at www.eCFR.gov

Railway Labor Act

- This law set guidelines that govern Labor Relations in the Railroad industry.
- There is an extensive law and although it mostly affects the duties of the local chairman, it is something you should familiarize yourself with
- Having a better understanding of your rights can help you defend yourself before it becomes time for us to step in.

Designated Legal Counsel - DLCs

Our local has 3 state designated Law Firms for legal counsel for the union. They are here for just about any legal need you have, but focus on railway injuries and defending/protecting our rights under FELA.

HLK: Joe Dolan - 612-747-9574

Bolt: Dan Paradise - 651-338-7640

Bremseth: Jim Garrett - 641-340-1851

They typically are at the union meetings and can catch them there to learn so much more.

Federal Employer Liability Act - FELA

FELA REPLACES WORKMANS COMP!!!

- This law was put in place to protect us from the railroads taking advantage of us.
- This work environment is especially harsh and unforgiving and the law is written to understand that and helps to hold the railroads responsible.
- Under FELA the employer does not have rights to any of your medical care info without your written consent.

What To Do If You Get Hurt

1. Immediately report the injury to a manager.
 - You do NOT have to fill out the injury report immediately.
2. Request immediate medical care if necessary.
3. Notify your local chairman or if able call one of the 3 DLCs of the incident and DO NOT fill out any release forms or give statements without consulting us or the DLCs.
4. When you reach the hospital if able, notify the staff that you are under FELA and not workmans comp.

5. When you do fill out the injury report ensure it's short and simple and ensure you list the cause of your injury.
 - Whether that is walking conditions, equipment, ect.

Family Medical Leave Act - FMLA

- FMLA is a federal act put in place to protect railroad workers with medical issues from the harsh availability standards of the railroads.
- FMLA is also what is used to get you the time off needed for paternity/maternity leave.
- FMLA is great to protect your job when you have medical conditions that can sometimes affect your ability to work.
- It is also great if you have someone in your immediate family that is seeking medical care and you have to be there to take care of them from time to time.
- You can file for it by calling Acentra Health at 866-665-1206. They will help you get started and explain to you what you need to file.

You can also visit Acentra.com

Submitting Denied Time Claims

If your time claim is cut you need to submit the following to Paul Micke

1. The cut claim where the comments are made
2. Your time slip of the trip from when the claim was made
3. The Delay report
4. And any supporting evidence other than the first three items.

This is how we get the company to follow our agreement. The main purpose of claims is to either prevent the company from making us do work outside the scope or paying us for the extra work we perform.

Paul Micke: td911claims@outlook.com 612-750-0265

Q and A When Performing Utility Work

GCOR 5.13.1 This rule outlines the requirements for allowing utility employees to work without blue signal protection. As used in this rule, a Utility Employee is a railroad employee assigned as a temporary member of a train or yard crew.

When performing the following duties, utility employees may go On, under, or between rolling equipment without blue signal protection:

- *Set or release hand brakes.
- *Couple or uncouple air hoses and other electrical or mechanical connections.
- *Prepare equipment for coupling.
- *Set wheel blocks or wheel chains.
- *Conduct air brake tests to include cutting air brake components in or out and position retaining valves.
- *Inspect, test, install, remove, or replace a rear end marker or end of train device.

A. Requirements to Start Work

A utility employee may work as a member of only one train or yard crew at a time. No more than three utility employees may work with one train or yard crew at the same time. A utility employee may become a member of a train or yard crew under the following conditions:

- *The utility employee communicates with the designated crew member of the train or yard crew before starting work. Communication may be conducted verbally or by radio.
- *The designated crew member identifies the utility employee to each member of the crew and each crew member acknowledges the utility employee's presence.
- *The designated crew member authorizes the utility employee to work as a temporary member of the crew.

B. Requirements While Working On, Under, or Between

Before a utility employee may work on, under, or between rolling equipment, the following applies:

- *All members of the crew must communicate with each other to understand the work to be done.

*The engineer must be in the cab of the assigned controlling locomotive. However, another member of the same crew may replace the engineer when the locomotive is stationary.

C. Requirements When Work Ends

A utility employee is released from a train or yard crew when:

*The utility employee notifies the designated crew member that the work is completed.

*The designated crew member notifies each crew member that the utility employee is being released.

*The designated crew member releases the utility employee from the train or yard crew, after each crew member acknowledges the notice.

*MAKE SURE TO CHECK NOTICES, RULE CHANGES, SSI FOR ANYTHING THAT MIGHT HAVE CHANGED.

Please keep in mind that this is a quick reference guide to common questions, and there may be claims and HOS violations that may occur during your tour of duty. Make sure to keep track of Times, Dates, Names and services performed to help track each occurrence. Any questions please contact your local representatives for clarification.

Remember to keep detailed records. This is your responsibility

Scenario 1:

Train crew was called for train 243 from St. Paul to Glenwood. Upon arrival the Conductor was Instructed/Ordered to drive their crew/outbound/other crew from Glenwood west to depot then back to Glenwood west. Once done with this return to depot to perform additional switching with the original Engineer until tie up.

Q: Am I required to be a Utility employee to drive my crew or other crews around in a company vehicle?

A: No, although this work has been traditionally performed by a utility employee you would not fall under FRA, GCOR 5.13.1. This would need to be documented under HOS FRA comments for each task performed. This would however possibly be a claim (check if available).

Scenario 2:

You were called to work J42 upon getting on your power and tying onto 42 track. The Trainmaster/Supervisor Instructed/Ordered you to tie it down and your engineer to get on 247 inbound DP unit to unlink and move it. While getting a ride to the location, you were told that the inbound conductor would remain on head end while you cut them away, your engineer gets on the DP, removes the DP, then puts them back together so they can pull the rest of the way in.

Q: Am I required to attach to their crew in order to perform this task?

A: Yes, if you are going to be On, Under, or Between then you would need to attach to the crew. Once work is completed, you wouldn't be able to return to your original crew. IF Instructed/Ordered to do so this would be written up as an FRA violation.

- Same Scenario:
IF you are Ordered/Instructed to become a Utility Employee you would still be required to attach to the crew, but there would be no violation unless required to return to the original crew. You can make a one-time move without a violation. If you become a Utility, then you must remain one or tie up.

Scenario 3:

Called as 145 conductor. Upon start of shift prior to performing duty you are Informed/Ordered by Trainmaster/Supervisor that you will become a Utility for now. They need you to double up 246 so the conductor can stay on the power. After attaching to 246 They now want to use you as a utility for the rest of the day until tie up.

Q: If originally called for 145 would they be allowed to change me to a utility employee.

A: Yes, As long as you haven't performed service they would be allowed to change your call slip to reflect utility employee.

Scenario 4:

Upon arriving in Glenwood on 445 you are Instructed/Ordered to crew change at Depot, and that you will assist the outbound with the set out/pick up.

Q: Since this is my train would I still need to attach to the outbound crew?

A: Yes, IF work requires you to be On, Under, or Between. Even though it is the same train it is not your crew, so you would need to attach. If Instructed/Ordered to perform additional switching with your crew after detaching this would be written up as an FRA violation. Again, they could turn you into a Utility Employee without violation or tie you up. You wouldn't be able to return to your original crew in this scenario.

Scenario 5:

Working as conductor on 243. I was Instructed/Ordered to line switches and protect the shove for 445. After the train was done shoving, I was Instructed/Ordered to put handbrakes on my end of the cars.

Q: Would I be required to attach to the 445 crew for these actions?

A: If you are required to be On, Under, or Between then you would be required to attach. Since you were Instructed/Ordered to apply hand brakes on the train then you would need to attach. If it was just to line switches and protect shove you wouldn't be required to attach.

- In this scenario, If Instructed/Ordered to become a Utility Employee then there would be no violations. If Instructed/Ordered after attaching to the crew to then go back to the original crew, then an FRA violation would apply.

Scenario 6:

You are working an RCO job on the Top End/Hump and Instructed/Ordered to assist another train.

Q: Would I even be able to assist another train while working an RCO job?

A: Yes, before doing anything you would first need to secure your power. If you are going to be On, Under, or Between then you would need to attach along with verifying your power is tied down and box secured or dismissed RC ended prior. Upon completion of this you will not be able to return to your previous job without penalty unless a crew is established to attach to. As a utility you wouldn't be able to run the box on the hump due to no crew to attach to.

- Utility Employees can't run RCO unless they attach to an RCO conductor. Can't work by themselves without a crew to attach to.

These are some common claims that may pertain to these scenarios:

Required to Drive Company Vehicle-CI Claim

Claiming a basic day's pay for the violation of Article 4 and Attachment "A" Q&A 1 for being required to drive the company vehicle. Assigned to XXXXX (whichever position). Called at XX:XX (time) on XX-XX-XXXX (date) for train XXX-XX. I was ordered by X.XXXXXX (title and name of CP official) to drive (either) the XXX-XX (name train) crew (or) to drive my crew from the XXXXXXX depot (or wherever) to XXXXXXX (wherever) with the company vehicle. This work has been traditionally performed by a Utility Employee.

Information for Driving Company Vehicle Claim:

- This claim is only valid if Trainman did not drive crews prior to this agreement
- This claim is only valid if Trainman is forced to drive the company vehicle.

Perform Extra Switching When Other Trainman are Rested and Available (HT)-CI Claim

Claiming XX:XX (time) at the service (or) overtime rate and for one basic penalty day above all other earnings for the violation of Article 4 on XX-XX-XXXX (date). I arrived at XXXXXXX (terminal) at XX-XX (time) and was required by X.XXXXXX (title and name of CP Official) to perform switching activities until tie-up. Trainman X.XXXXXX (name) was qualified, rested, and available prior to arrival on the XXXXXX (terminal) Trainman's Extra Board (or) XX Pool-board.

Information for Extra Switching Claim:

- Delay Report
- Name of available Trainman

Perform Extra Switching When Other Trainman Rested and Available (AFHT)-CI Claim

Claiming XX:XX (time) or \$XXX.XX (dollar amount, at either service rate or OT rate) pay and one basic penalty day above all other earnings for the violation of Article 4 and 7 on XX-XX-XXXX (date). I arrived at XXXXXXX (terminal) at XX:XX (time) and was required by X.XXXXXX (Title and name of CP Official) to perform switching activities until tie-up. Trainman X.XXXXXX (name) was qualified, rested, and available prior to arrival on the XXXXXXX (terminal) Trainman's Extra Board (or) XX Pool-board.

Information for Extra Switching Claim:

- Delay Report
- Name of available Trainman

H.O.S. Information Sheet

This page is for information only. If you believe you have a violation to report or have questions, please contact your representative.

Q. I was called for train 242 (Key/Alert) at 06:00 from Glenwood to St. Paul. I arrived at St. Paul at 16:00 and was told I would have to wait at Dunn until there was room to yard my train. I notified the YM of HOS and was told they will get back to me. At 17:30 I was notified that a crew was going to come relieve us after making a move. Again, the YM/TM was notified of HOS. Once at 18:00 I again notified the YM/TM that we are dead on HOS. Was told will have to remain on the train until recrew comes out. Recrew arrived at 19:00 and we got a ride to the depot. Would this be an HOS violation?

A. Yes, this would be a HOS violation due to train being (Key/Alert) in HTUA which requires the train to be attended. It would also be a violation since a ride and crew were both available before HOS.

HOS Manual app:

Activities After 12 Hours of Time on Duty or the 24-Hour point In a Duty Tour.

Waiting for and in deadhead transportation from duty to a point of final release is the ONLY allowable railroad-required activity after an employee has 12 hours of time in a duty tour.

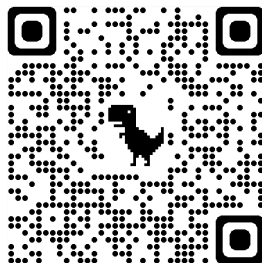
- A train crew is not waiting for deadhead transportation when:

Transportation has not been ordered for the crew, and transportation is available but the crew is required to remain with the train. In these circumstances, the crew is considered to be monitoring the train (which is commingled service), not waiting for deadhead transportation, and this will count as time on duty.

Below you will find the link to download the HOS manual app. If you go over 12 hrs or believe you have an FRA violation. Please send all detailed information to your local Legislative Representative (delay report, statement, supervisor ordering violation, etc.)

GOOGLE

APPLE



6&2 UNASSIGNED POOL & GUARANTEED EXTRA BOARD TURNS REST DAY SCHEDULES 2024

TURN NUMBERS					TURN NUMBERS				
1,9,17,25,33,41					2,10,18,26,34,42				
JAN	1	8,9	16,17	24,25	JAN	2,3	10,11	18,19	26,27
FEB	1,2	9,10	17,18	25,26	FEB	3,4	11,12	19,20	27,28
MAR	4,5	12,13	20,21	28,29	MAR	6,7	14,15	22,23	30,31
APR	5,6	13,14	21,22	29,30	APR	7,8	15,16	23,24	
MAY	7,8	15,16	23,24	31	MAY	1,2	9,10	17,18	25,26
JUN	1	8,9	16,17	24,25	JUN	2,3	10,11	18,19	26,27
JUL	2,3	10,11	18,19	26,27	JUL	4,5	12,13	20,21	28,29
AUG	3,4	11,12	19,20	27,28	AUG	5,6	13,14	21,22	29,30
SEP	4,5	12,13	20,21	28,29	SEP	6,7	14,15	22,23	30
OCT	6,7	14,15	22,23	30,31	OCT	1	8,9	16,17	24,25
NOV	7,8	15,16	23,24		NOV	1,2	9,10	17,18	25,26
DEC	1,2	9,10	17,18	25,26	DEC	3,4	11,12	19,20	27,28

TURN NUMBERS					TURN NUMBERS				
3,11,19,27,35,43					4,12,20,28,36,44				
JAN	4,5	12,13	20,21	28,29	JAN	6,7	14,15	22,23	30,31
FEB	5,6	13,14	21,22	29	FEB	7,8	15,16	23,24	
MAR	1	8,9	16,17	24,25	MAR	2,3	10,11	18,19	26,27
APR	1,2	9,10	17,18	25,26	APR	3,4	11,12	19,20	27,28
MAY	3,4	11,12	19,20	27,28	MAY	5,6	13,14	21,22	29,30
JUN	4,5	12,13	20,21	28,29	JUN	6,7	14,15	22,23	30
JUL	6,7	14,15	22,23	30,31	JUL	1	8,9	16,17	24,25
AUG	7,8	15,16	23,24	31	AUG	1,2	9,10	17,18	25,26
SEP	1	8,9	16,17	24,25	SEP	2,3	10,11	18,19	26,27
OCT	2,3	10,11	18,19	26,27	OCT	4,5	12,13	20,21	28,29
NOV	3,4	11,12	19,20	27,28	NOV	5,6	13,14	21,22	29,30
DEC	5,6	13,14	21,22	29,30	DEC	7,8	15,16	23,24	31

TURN NUMBERS					TURN NUMBERS				
5,13,21,29,37,45					6,14,22,30,38,46				
JAN	1,2	9,10	17,18	25,26	JAN	3,4	11,12	19,20	27,28
FEB	2,3	10,11	18,19	26,27	FEB	4,5	12,13	20,21	28,29
MAR	5,6	13,14	21,22	29,30	MAR	7,8	15,16	23,24	31
APR	6,7	14,15	22,23	30	APR	1	8,9	16,17	24,25
MAY	1	8,9	16,17	24,25	MAY	2,3	10,11	18,19	26,27
JUN	1,2	9,10	17,18	25,26	JUN	3,4	11,12	19,20	27,28
JUL	3,4	11,12	19,20	27,28	JUL	5,6	13,14	21,22	29,30
AUG	4,5	12,13	20,21	28,29	AUG	6,7	14,15	22,23	30,31
SEP	5,6	13,14	21,22	29,30	SEP	7,8	15,16	23,24	
OCT	7,8	15,16	23,24	31	OCT	1,2	9,10	17,18	25,26
NOV	1	8,9	16,17	24,25	NOV	2,3	10,11	18,19	26,27
DEC	2,3	10,11	18,19	26,27	DEC	4,5	12,13	20,21	28,29

TURN NUMBERS					TURN NUMBERS				
7,15,23,31,39,47					8,16,24,32,40,48				
JAN	5,6	13,14	21,22	29,30	JAN	7,8	15,16	23,24	31
FEB	6,7	14,15	22,23		FEB	1	8,9	16,17	24,25
MAR	1,2	9,10	17,18	25,26	MAR	3,4	11,12	19,20	27,28
APR	2,3	10,11	18,19	26,27	APR	4,5	12,13	20,21	28,29
MAY	4,5	12,13	20,21	28,29	MAY	6,7	14,15	22,23	30,31
JUN	5,6	13,14	21,22	29,30	JUN	7,8	15,16	23,24	
JUL	7,8	15,16	23,24	31	JUL	1,2	9,10	17,18	25,26
AUG	1	8,9	16,17	24,25	AUG	2,3	10,11	18,19	26,27
SEP	1,2	9,10	17,18	25,26	SEP	3,4	11,12	19,20	27,28
OCT	3,4	11,12	19,20	27,28	OCT	5,6	13,14	21,22	29,30
NOV	4,5	12,13	20,21	28,29	NOV	6,7	14,15	22,23	30
DEC	6,7	14,15	22,23	30,31	DEC	1	8,9	16,17	24,25

Panesville Sub Crossings

3.3 GP	33.8 GP	60.1 F	92.2 P
3.7 GP	35.2 PR	60.8 GP	92.8 F
3.9 GP	35.5 GP	60.9 GP	93.6 GP
5.7 GP	35.8 GP	61.6 PR	94.3 P
6.9 GP	36.4 GP	62.6 PR	94.4 PR
7.1 GP	36.9 GP	64.1 F	95.7 F
8.1 GP	37.9 GP	64.3 F	96.2 F
8.6 GP	38.4 PR	64.6 P	96.6 GP
10.1 GP	39.0 GP	65.5 PR	97.4 GP
10.9 GP	39.3 PR	66.2 GP	97.7 GP
11.1 GP *CP 11*	39.7 PR	67.0 GP	97.9 GP
15.5 GP *Hamel	41.1 F	68.0 F	98.9 F
16.4 GP	CP 42 (MP 41.8)	68.5 F	99.1 F
16.9 F	42.8 GP	69.2 GP	99.8 PR
17.5 GP	44.1 PR	69.6 PR *CP 70*	100.2 PR
18.3 PR	44.4 GP	72.2 GP	100.6 P
18.4 PR	44.5 GP *M Lake	73.2 GP	101.6 F
18.8 GP	45.2 F	74.1 GP	101.9 F
19.6 GP	45.5 GP	75.2 F	102.3 F
20.3 F	46.0 GP	75.4 GP	102.8 GP
20.4 F (not there)	47.2 GP	75.8 F	104.0 GP
Loretto	47.4 F	76.1 GP	104.5 GP
21.1 GP *Lore E	47.7 F	76.5 GP	104.8 PR
21.3 F (not there)	47.8 PR	76.9 F	105.0 GP
21.5 F	48.0 PR	78.6 F	106.4 GP
21.7 GP	48.2 GP	79.2 GP	107.0 F
23.4GP *Lore W	48.8 F	80.0 GP	107.4 F
23.6 PR	49.2 PR	80.1 F	107.7 P
24.0 GP	49.7 F	81.7 F (not there)	109.1 P
24.2 PR	50.1 PR	82.5 GP *Paynes W*	109.9 GP
24.4 PR	50.5 GP	83.3 GP	110.4 P
24.5 PR	50.6 GP	83.6 GP	111.4 F
24.6 PR	50.85 GP	85.0 P	112.3 GP
25.6 GP	50.9 GP *Annandale*	85.2 F	112.7 F
26.5 GP	52.9 F	85.8 F	113.7 F
27.4 GP	53.7 GP *French Lake*	86.0 GP	114.3 P
27.9 F (not there)	South Haven	86.5 P	114.9 F
28.0 F	54.7 P *S. Haven E	86.8 F	115.5 P
28.7 GP *PSYCHO DOG*	55.7 GP	87.3 F	116.2 P
28.9 F	56.1 GP	88.2 P	116.4 F
29.3 F	56.5 F	88.5 F	117.2 P
29.7 F	56.9 PR *S Haven W	89.2 GP *Regal*	117.7 GP
31.3 GP	58.0 F	90.0 F	118.6 P
32.5 F	58.5 F	90.6 F	
33.1 GP	59.1 GP	91.4 F	
33.6 F	59.6 PR	91.9 P	

Paynesville Sub Key

P	Public Crossing
GP	Crossing Gates Public Crossing
F	Farm/Field Crossing
P	Private
Crossing MP are approx.	

Siding Lengths for meets

Humboldt	8,500 ft
Marshall-Van Buren	10,901 ft
Loretto	7,800 ft
	10,600 ft Max CC
	11,200 ft
S.Haven	5,000 ft
	7,000 ft Block DT Crossing
	11,640 ft

West Hold Locations

MP 15.5	20,000 ft
Dickinson East	11,500 ft
CP 42	10,400/15,500 ft
French Lake	13,500 ft
MP 59.1	10,800 ft
MP 64.6	10,000 ft
MP 69.2	10,900 ft
MP 72.2	13,200 ft
MP 79.2	13,000 ft
Paynes West	13,00 ft
MP 91.9	13,800 ft
MP 102.8	11,000 ft

East Hold Locations

MP 100.6	11,000 ft
Regal	13,800 ft
MP 80	13,000 ft
MP 76.5	13,000 ft
CP 70	13,200 ft
MP 67	10,900 ft
MP 62.6	10,000 ft
S.Haven West	10,800 ft
Annandale	13,500 ft
MP 39.7	10,400/15,500 ft
PSYCHO DOG	11,500 ft
CP 11	20,000 ft

Holding Spot Lengths

Cardigan Jct W.	7400 ft
Lexington Ave. to New Brighton	11,700 ft
New Brighton to Stenson	8,200 ft
Lexington Ave. to Stenson	20,700 ft
Central Ave to University	3,700 ft
Central Ave to Marshall	6,300 ft
Central Ave to Camden	9,000 ft
Central Ave to Lyndale	10,000 ft

St. Paul Sub

16.9 GP	7.5 GP
16.3 GP	6.8 GP
16.1 PR	3.5 Walking path
15.2 GP	2.5 GP
14.7 GP	2.4 GP
14.4 GP	2.0 GP
13.9 GP	1.6 GP
13.3 GP	1.4 GP
13.1 GP	1.1 GP
12.7 GP	
12.3 GP	

Numeric List/Liste par ordre numérique

NO. N°	Station Gare	Prov./State Prov./État	NO. N°	Station Gare	Prov./State Prov./État
4695	KANSAS CITY IM	MO	4765	BROOKFIELD	WI
4696	NEFF YARD	MO	4766	DUPLAINVILLE	WI
4697	GLEN PARK YD	MO	4767	WEPCO	WI
4698	ARGENTINE YD	MO	4768	PEWAUKEE	WI
4699	ARMOURDALE YD	KS	4770	HARTLAND	WI
4700	ARMSTRONG YD	KS	4771	NASHOTAH	WI
4705	CHGO UNION S	IL	4772	OCONOMOWOC	WI
4706	CHGO UNION S	IL	4773	IXONIA	WI
4707	CHGO WESTERN	IL	4774	WATERTOWN	WI
4708	PACIFIC JCT	IL	4775	VOLTZ	WI
4711	HEALEY	IL	4777	RICHWOOD	WI
4713	GRAYLAND	IL	4778	REESEVILLE	WI
4716	MAYFAIR	IL	4779	ASTICO	WI
4717	FOREST GLEN	IL	4781	COLUMBUS	WI
4719	EDGEBROOK	IL	4782	FALL RIVER	WI
4722	MORTON GROVE	IL	4783	DOYESTOWN	WI
4723	GOLF	IL	4784	DODGE	WI
4724	GLENVIEW	IL	4785	EAST RIO	WI
4725	ELK GROVE VI	IL	4786	RIO	WI
4726	NORMA	IL	4787	WYOCENA	WI
4727	DEVAL	IL	4788	PACIFIC	WI
4728	SHERMER	IL	4789	PORTAGE JCT	WI
4730	GLEN VW NAVY B	IL	4791	PORTAGE IMS	WI
4731	TECHNY	IL	4792	PORTAGE	WI
4732	NORTHBROOK	IL	4793	LEWISTON	WI
4733	DEERFIELD	IL	4794	WISCONSIN DEL	WI
4734	LAKE FOREST	IL	4795	KILBOURN	WI
4740	RONDOUT	IL	4795	LYNDON	WI
4742	ABBOTT PARK	IL	4797	MILE CREEK	WI
4743	GURNEE	IL	4799	MAUSTON	WI
4744	WADSWORTH	IL	4800	MILW BLNG CT	WI
4745	RUSSELL	IL	4801	NEW LISBON	WI
4746	TRUESDELL	WI	4802	CAMP DOUGLAS	WI
4747	SOMERS	WI	4803	MONROE	WI
4748	PLEASANT PRA	WI	4804	TOMAH	WI
4749	UNION GROVE	WI	4805	TUNNEL CITY	WI
4751	SYLVANIA	WI	4807	RAYMORE	WI
4752	STURTEVANT	WI	4809	CAMP MCCOY	WI
4753	FRANKSVILLE	WI	4811	SPARTA	WI
4754	TOWER A 68	WI	4812	ROCKLAND	WI
4755	CALDONIA	WI	4813	BANGOR	WI
4756	AKWOOD	WI	4814	WEST SALEM	WI
4758	LAKE	WI	4815	MEDARY	WI
4760	MILWAUKEE	WI	4817	LA CROSSE	WI
4761	WAUWATOSA	WI	4818	RIVER JGT	MN
4762	ELM GROVE	WI	4819	DAKOTA	MN
4763	WAUKESHA	WI	4820	DONEHOWER	MN

Numeric List/Liste par ordre numérique

NO. N°	Station Gare	Prov./State Prov./État	NO. N°	Station Gare	Prov./State Prov./État
4821	HOMER	MN	4882	SOUTH HAVEN	MN
4822	WINONA	MN	4883	KIMBALL	MN
4823	TOWER CK	MN	4884	WATKINS	MN
4825	MINNESOTA CI	MN	4885	EDEN VALLEY	MN
4826	WHITMAN	MN	4886	PAYNESVILLE	MN
4827	WEAVER	MN	4887	REGAL	MN
4828	KELLOGG	MN	4888	BELGRADE	MN
4829	MIDLAND	MN	4889	BROOTEN	MN
4830	WABASHA	MN	4890	SEDAN	MN
4831	LAKEVIEW	MN	4891	FORADA	MN
4832	LAKE CITY	MN	4892	ALEXANDRIA	MN
4833	FRONTENAC	MN	4893	CARLOS	MN
4834	ADDINGTONSPU	MN	4894	MILTONA	MN
4835	RED WING	MN	4895	PARKERSPRIAR	MN
4837	PRAIRIE ISLAN	MN	4896	ALMORA	MN
4838	DUKE	MN	4897	HENNING	MN
4839	STROMS	MN	4898	OTTERTAIL	MN
4840	BLACKBIRD	MN	4899	RICHVILLE	MN
4841	VERMILLION	MN	4901	DENT	MN
4842	EAST HASTINGS	MN	4902	VERGAS	MN
4843	HASTINGS	MN	4903	DETROIT LAKES	MN
4844	ST CROIX JCT	MN	4904	CALLAWAY	MN
4846	ST PAUL PARK	MN	4905	OGEMA	MN
4847	CHEMOLITE SD	MN	4906	WAUBUN	MN
4848	COTTAGE GROVE	MN	4907	MAHNOMEN	MN
4849	NEWPORT	MN	4908	BEJOU	MN
4850	ST PAUL YARD	MN	4910	WINGER	MN
4856	ST PAUL	MN	4911	ERSKINE	MN
4860	ST PAUL SOOJ	MN	4912	BROOKS	MN
4861	STP PKY JCT	MN	4913	PLUMMER	MN
4862	CARDIGAN JCT	MN	4914	HAZEL	MN
4863	NEWBRIGHTON	MN	4915	THIEF RIV FL	MN
4864	MARSHAL	MN	4916	THIEFRVR IMS	MN
4865	MINNEAPOLIS	MN	4917	PIT 321	MN
4866	MPLS SHOREHA	MN	4918	NEWFOLDEN	MN
4870	CAMDEN PLACE	MN	4919	STRANQUIST	MN
4871	HUMBOLT	MN	4920	KARLSTAD	MN
4872	CRYSTAL	MN	4921	HALMA	MN
4873	MPLSMN&S JCT	MN	4922	LAKE BRONSON	MN
4874	HAMEL	MN	4923	LANCASTER	MN
4875	MANNIX SPUR	MN	4924	ORLEANS	MN
4876	LORETTO	MN	4925	NOYES	MN
4877	ROCKFORD	MN	4926	NOYES CM	MN
4878	DICKINSON SPU	MN	4930	GLENWOOD	MN
4879	BUFFALO	MN	4932	LOWRY	MN
4880	MAPLE LAKE	MN	4933	FARWELL	MN
4881	ANNADALE	MN	4934	KENSINGTON	MN

CMA Status Codes			
A	Available	P	Personal
B	Working	Q	Supvr.Approval
C	To Place	R	Resigned
D	Deceased	S	Off Sickness
E	Dismissed	T	Hold For Company Vacny.
F	Off-Duty Injury	U	Union Business
G	On-Duty Injury	V	Off On Vacation
H	Held Out of Service	X2	Missed Call
I	Investigation	W	Personal Leave Day
J	Jury Duty	Y	Transfer To Non-run
K	Off Bereavement	Z	Retired
L	Leave Of Absence	@	Absent W/O Authority
M	Off Miles/Days	#	Offset Misscall
N	Company	&	Reserve Board
O	Laid Off/Furlough	%	Suspension

Thank You For Joining Smart Local 911!

Union meetings are the first Wednesday of the month held at:

- Obb's Sports Bar & Grill
 - 1347 Burns Ave, St Paul, MN 5510
 - 18:00

New members are always welcome, Come exercise your union voice

For PL or vacation changes contact 1st Vice Local Chairman John Deloye - 651-270-8117

For safety or FRA HOS concerns contact your Legislative Rep Eric Brandt - 651-470-4035

For all other concerns contact one of your 3 Local Chairman -

Justin Halstead - 612-860-9103

Ryan Tevik - 763-738-2023

Michael Herbert - 224-587-4098

